

# The Hongkong Telegraph.

No. 19.

MONDAY, FEBRUARY 13, 1882.

FIVE DOLLARS  
PER QUARTER.

## Insurances.

### NOTICE.

**THE MAN-ON INSURANCE COMPANY, LIMITED.**  
(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,  
Secretary.

HEAD OFFICE,  
No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882. [81]

**LE CERCLE-TRANSPORTS.**  
SOCIÉTÉ ANONYME D'ASSURANCE  
MARITIME MARSEILLE.

CAPITAL SUBSCRIBED.....15,000,000 Francs.  
CAPITAL PAID-UP.....3,750,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBURG & Co.

Hongkong, 15th June, 1881. [4]

**YANGTZE INSURANCE ASSOCIATION.**

CAPITAL (Fully Paid-up).....Tls. 420,000.00

PERMANENT RESERVE.....Tls. 230,000.00

SPECIAL RESERVE FUND.....Tls. 268,936.17

TOTAL CAPITAL and Accumulations, and April, 1881.....Tls. 938,936.17

DIRECTORS:  
F. B. FORBES, Esq., Chairman.

M. W. BOYD, Esq., Wm. MEYER, Esq.,  
J. H. PINCKVOS, Esq., F. D. HITCH, Esq.

HEAD OFFICE—SHANGHAI.  
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.  
Messrs. BARRING BROTHERS & Co. Bankers.

RICHARD BLACKWELL, Esq., Agent.  
68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.

Subject to a charge of 12 per cent. for interest on shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business in proportion to the premia paid by them.

RUSSELL & Co., Agents.

Hongkong, 23rd January, 1882. [53]

## To be Let.

### TO LET.

No. 4, OLD BAILEY STREET.  
"KURRAHMAN," No. 10, ALBANY ROAD.

OFFICES IN No. 13, QUEEN'S ROAD CENTRAL.

Apply to  
DAVID SASSOON, SONS & Co.

Hongkong, 28th January, 1882. [74]

### TO LET.

A LARGE GRANITE GODOWN, in "BLUE BUILDINGS," Praya East, with immediate possession.

Apply to  
J. M. GUEDES.

33, WELLINGTON-STREET.  
Hongkong, 19th January, 1882. [49]

## For Sale.

**A FONG, PHOTOGRAPHER,**  
HAS A LARGER COLLECTION OF VIEWS than any other in CHINA.

Miniatures Painted on Ivory from \$7.

Oil Paintings on Canvases from \$5.

Cartes de Visite, Cabinet, and all other styles of Portraits at equally moderate prices executed under the supervision and management of

D. K. GRIFFITH,  
Studio 8, Queen's-road.

[13]

**E. C. A. SILVA AND CO.,**  
QUEEN'S ROAD.

HAVE JUST RECEIVED

EX FRENCH MAIL STEAMER "DJEMNAH,"

MALAGA FRESH GRAPES, GENTLEMEN'S ready-made OVERCOATS, Embroidered and Fine White LACE, BALL HANDKERCHIEFS, Ladies' and Gentlemen's Finest White LINEN-HANDKERCHIEFS, White TRAINED SKIRTS for BALL DRESSES, White KID GLOVES, Embroidered and Fancy FANS.

Great Variety in ORIZA PERFUME TOILET REQUISITES, comprising—ORIZA NEW MOWN HAY, ORIZA OPOPONAX BOUQUET, ORIZA WATER, ORIZA SCOTCH LAVENDER, ORIZA LYS, ORIZA ESS, HELIOTROPE, &c., &c.

ORIZA POWDER, ORIZA DENTIFRICE, ORIZA SOAP, ORIZA HAIR OIL, &c., &c.

E. C. A. SILVA & Co.

Hongkong, 23rd November, 1881. [9]

### FOR SALE.

**COCKBURN'S OLD PORT,** A VERY RARE WINE.

St. MARCEAUX CHAMPAGNE, IN PINTS AND QUARTS.

L. T. PIVERS' SUPERIOR TOILET SOAP.

F. D. GUEDES,  
33, WELLINGTON STREET.

Hongkong, February 8, 1882. [100]

### FOR SALE.

**AUSTRALIAN WINE, PORT & SHERRY,** of the finest quality, from Coolata Vineyard, Braxton, Hunter River, N.S.W.

Apply to  
R. FRASER-SMITH,  
No. 6, Peddar's Hill.

## For Sale.

### H. FOURNIER & CO.

HAVE FOR SALE, JUST RECEIVED EX "PEHU,"  
A SPLENDID ASSORTMENT OF FANCY GOODS.

FANCY PLAYING CARDS.  
CRACKERS.  
BOXBOYS (Assorted).  
CHOCOLATE CREAM.  
CHOCOLATE MENIER.

FIGS.  
MALAGA RAISINS.  
TABLE PLUMS.

FRUITS IN JUICE (Assorted).  
CONFITURES DE ST. JAMES (in Bottles and Tins).  
SIRUPS (Assorted).

HUNTLY and PALMER'S BISCUITS.  
ALMONDS and NUTS.  
VANILLA.  
PATE DE FOIE GRAS.

NOIX DE VEAU TRUFFEE (in Tins).  
COTELETTE DE VEAU (in Tins).  
VEAU ROTI (in Tins).  
RIS DE VEAU (in Tins).

FRICANDAU (Assorted).  
TRUFFES.  
VEGETABLES (Assorted).  
ANCHOVIES in Oil.  
CAVIAR.

SARDINES in Lemon Juice.  
SARDINES in Tomatoes.  
SARDINES in Oil.

FRENCH and ENGLISH MUSTARD.  
SAUSAGES (Assorted).  
LYONS SAUSAGES.  
FRENCH & SPANISH OLIVES.

FRENCH ISIGNY BUTTER (in 1 and 2 lbs. Tins).  
MACCARONI, (Assorted) Paste for Soups, Letters, stars, &c.

TAPIOCA.  
FINE-GROUND MOCHA COFFEE.

CHEESE.  
GRUYERE.  
ROQUEFORT.  
DUTCH.  
CALIFORNIA.  
CREAM.

FRENCH TOBACCO AND CIGARETTES.

ASSORTED PERFUMERY FROM  
PINAUD AND PIVERT OF PARIS.

A large quantity of  
FRENCH MINERAL WATERS  
in Pints of 100 bottles per Case.

CORK STOPPERS,  
for Soda and other Bottles.

CLARETS  
In Bottles and Wood.  
CHATEAU LAROSE.  
CHATEAU LAFFITTE.  
CHATEAU MARGAUX.  
ST. EMILION.  
MEDOC.

WINE S.  
SAUTERNE.  
PORTO.  
SHERRY.  
MARSALA.

D R A N D Y.  
FRENCH COGNAC.  
ABSINTHE.

L I Q U E U R S.  
CHARTREUSE (Pints and Quarts).  
BENEDICTINE (Pints and Quarts).  
MARASCHINO.

CURACAO.  
ANISETTE (Marie Brigard).  
ANGOSTURA BITTERS.  
DOKE'S BITTERS.  
KIRSCHWASSER.  
PEPPERMINT.

VERMOUTH (Nolly Prat).  
VERMOUTH (Turino).

FANCY SILK UMBRELLAS.

And a VARIETY of OTHER GOODS.

Hongkong, 25th January, 1881. [17]

## Intimations.

### HONGKONG RACES—HONGKONG RACES.

**T. N. DRISCOLL,**  
TAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER.

No. 6, QUEEN'S ROAD CENTRAL.

By Special Appointment to H.E. the GOVERNOR of HONGKONG

and to  
H.H.H. the GRAND DUKE ALEXIS of RUSSIA.

Is now showing, EX "GLENROY,"  
A SPLENDID ASSORTMENT OF BLACK AND BLUE FRENCH COATINGS.

A CHOICE LOT OF SUITINGS and TROUSERS, IN FRENCH, WEST OF ENGLAND, SCOTCH, CHEVIOT, and SAXONY TWEEDS.

WHITE CASSIMERES, for RACING BREECHES.

BEDFORD and WORSTED CORDS. LIGHT MELTONS, for OVERCOATS.

DRAB SHELL and BLACK SILK HATS. BLACK and DRAB FELT HATS.

RACING SCARVES, &c., &c., &c. [14]

**ED. CHASTEL & CO.,**  
WINE MERCHANTS.

MARINE HOUSE, 15, QUEEN'S ROAD.

HAVE for sale, ex recent arrivals, Light Breakfast CLARETS in Quarts and Pints. After Dinner CLARETS in Quarts and Pints.

CHATEAU LAFITE, MARGAUX, LAROSE, LEOVILLE CLOS DE MAURIN, &c., &c.

DE ST. MARCEAUX & Co.'s CHAMPAGNE in Quarts, Pints and Half-Pints.

CLARET IN WOOD.

CHARTREUSE, CURACAO, MARASCHINO.

PRICE LIST ON APPLICATION. [27]

**KELLY & WALSH**  
HAVE JUST RECEIVED, AND HAVE NOW FOR SALE,

PRICE \$1.50.

THE NAUTICAL POCKET MANUAL FOR 1882.

Containing List of Lights, Buoys, and Beacons on the Coast of China and Japan; Shanghai Tide Table, Customs Signals, and a mass information indispensable to Captains and Officers of Vessels trading between Hongkong, Shanghai, and the Northern Ports.

New Cabinet Photographs of Beauties. New Silk Woven Pictures, representing Sporting Scenes.

New Scraps for Screens and Scrap Books.

New French Novels, including Daudet's "Numa Roumestan," and works by Hector Malot, Xavier de Montepin, &c.

VALENTINES. VALENTINES. VALENTINES. VALENTINES.

KELLY & WALSH—HONGKONG.

**ROSE & CO.,**  
31 AND 33, QUEEN'S ROAD CENTRAL.

GENERAL DRAPERY DEPARTMENT

LONG CLOTHS and FLANNELS.

TABLES LINEN and IRISH LINENS. GENERAL HOUSEHOLD LINENS.

SHEETINGS, BLANKETS, &c., &c.

FANCY DRESS AND SILK DEPARTMENTS.

PLAIN and FANCY DRESS GOODS.

COLOURED and BLACK SILKS.

FANCY BROCADED SILKS (PARISIAN).

ALL WOOL SERGES, &c., &c., &c.

SILK VELVETS and VELVETEENS.

FASHIONABLE STRIPED SILK VELVETS.

FASHIONABLE EMBOSSED SILK VELVETS.

FASHIONABLE EMBOSSED VELVETEENS.

FANCY LACE GOODS in FISHES, COLLARITIES, and SETS OF COLLARS and CUFFS.

Ribbons, Flowers, Feathers, Real and Imitation Laces, Sunshades, Umbrellas, Corsets, Ladies' and Children's Boots and Shoes, Ladies' and Children's Underclothing, Fancy Wool and Crewel Work, Fancy Goods. Chemise and Beaded Fringes, Spanish and Beaded Black Laces, Hosiery Gloves, &c., &c., &c.

Also, GENTLEMEN'S

Shirts, Collars, Scarves, Handkerchiefs, Half Hose, Undershirts, Drawers, Solitaires and studs, and an indescribable number of Miscellaneous Goods.

Address—  
ROSE AND COMPANY, 31 AND 33, QUEEN'S ROAD.

[16]

### SAYLE & CO.'S SHOWROOMS.

**SAYLE & CO.**

BEG TO ANNOUNCE THAT THEY INTEND HAVING

THEIR GREAT CLEARANCE SALE

DURING

THE MONTH OF FEBRUARY.

ALL GOODS MARKED IN PLAIN FIGURES AT REDUCED PRICES.

TOYS WILL BE SOLD AT HALF-PRICE.

VICTORIA EXCHANGE, HONGKONG.

Hongkong, January 30th, 1882. [79]

**STAG HOTEL,**  
QUEEN'S-ROAD CENTRAL.

GOOD ACCOMMODATION FOR VISITORS,

ENGLISH & AMERICAN BILLIARDS.

Tiffin at One o'clock, Dinner at 7.30.

This Hotel is most centrally situated and within easy distance of the principal landing places.

[12] J. COOK, Proprietor.

**C. L. THEVENIN**  
COMMISSION AGENT,  
WINE & SPIRIT MERCHANT.

CHAMPAGNE, BURGUNDIES, COGNACS, SHERRIES, LIQUEURS, WHISKY, &c., &c.

FRENCH BOOTS and SHOES, FOR LADIES and GENTLEMEN.

HONGKONG HOTEL BUILDING. [26]

**WILLIAM SCHMIDT & CO.**  
GUNMAKERS and AMUNITION DEALERS,  
BEACONSFIELD ARCADE.

Arms, Ammunitions, and Requisites of every description.

Arms Repaired, Cleaned, or Converted at moderate charges.

Sporting Guns and Ammunition always on hand. [28]

**G. FALCONER & CO.**  
WATCH and CHRONOMETER MANUFACTURERS

AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS and BOOKS.

No. 46, QUEEN'S-ROAD CENTRAL. [2]

**CHS. J. GAUPP & CO.**  
CHRONOMETER, WATCH, and CLOCK-MAKERS,

JEWELLERS, SILVER-SMITHS, and OPTICIANS.

CHARTS and BOOKS.

SOLE AGENTS

for Louis' Audemars' Watches; awarded the highest Prize at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES.

No. 38, Queen's-road Central. [10]

**T. ALGAR and COMPANY HOUSE and ESTATE AGENTS.**  
RENTS COLLECTED.

**BROWN, JONES & Co.,**  
UNDERTAKERS.

MOURING STATIONERY, &c.

MONUMENTS ERECTED.

9, HOLLYWOOD ROAD. [8]

## Intimations.

### HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

#### NOTICE TO SHAREHOLDERS.

The ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, No. 14, Praya Central, on WEDNESDAY, 1st March, 1882, at THREE P.M., for the purpose of receiving the Report of the Directors and a Statement of Accounts to 31st December, 1881.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th instant to the 1st prox. inclusive.

By Order of the Board of Directors,  
R. COOKE,  
Acting Secretary.

Hongkong, 13th February, 1882. [111]

#### NOTICE.

TENDERS are INVITED for the PURCHASE of 142 HONGKONG HOTEL SHARES, the Property of the HONGKONG HOTEL COMPANY, LIMITED.

Applications to be sent to the Undersigned until ONE O'CLOCK P.M. on the 28th February, 1882.

Offers under Par will not be entertained.

By Order of the Board of Directors,  
LOUIS HAUSCHILD,  
Secretary of the Hongkong Hotel Company, Limited.

Hongkong, 9th February, 1882. [103]

**THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.**

#### NOTICE TO SHAREHOLDERS.

The THIRTIETH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Office of the Company, No. 7, Queen's Road, at Half-past THREE O'CLOCK, in the Afternoon of TUESDAY, the 28th February instant, to receive a Statement of Accounts to the 31st December, 1881, the Report of the General Managers, and to Elect a Consulting Committee and Auditors.

JARDINE, MATHESON & Co., General Managers.  
Hongkong Fire Insurance Co., Limited.  
Hongkong, 9th February, 1882. [101]

**THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.**

#### NOTICE.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 28th day of February instant, both days inclusive.

JARDINE, MATHESON & Co., General Managers.  
Hongkong Fire Insurance Co., Limited.  
Hongkong, 9th February, 1882. [102]

**THE CHINA FIRE INSURANCE COMPANY, LIMITED.**

#### NOTICE TO SHAREHOLDERS.

The THIRTIETH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, 39, Queen's Road, Victoria, at THREE O'CLOCK in the Afternoon of WEDNESDAY, the 22nd February instant, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1881.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 22nd inst., both days inclusive.

By Order,  
A. G. STOKES,  
Acting Secretary.

Hongkong, 4th February, 1882. [90]

**HONGKONG FLOWER SHOW.**

THE TENTH ANNUAL EXHIBITION

will be held in the BOTANIC GARDENS on TUESDAY and WEDNESDAY, the 14th and 15th February.

A POULTRY SHOW will be held in connection with FLOWER SHOW.

The Gates will be opened at Two P.M. on each day.

ADMISSION.—First Day, \$1; Second Day, 20 Cents.

Intending Exhibitors are particularly requested to send POT PLANTS and POULTRY early on the 13th instant, and VEGETABLES and CUT FLOWERS, as early as possible on the morning of the 14th instant; and also to give at least THREE DAYS' NOTICE of the classes in which they intend to exhibit.

Poultry to be attended to during their stay in the Show by Exhibitor's Assistants.

Schedules of Rules and Prizes to be had from the Hon. Secretary.

Tickets may be obtained from Messrs. LANE, CRAWFORD & Co., or Payment may be made at the Gates.

CHARLES FORD,  
Hon. Secretary.

Hongkong, 1st February, 1882. [80]

**THE CHINESE INSURANCE COMPANY, LIMITED.**

#### NOTICE.

From THIS DATE, and during the absence of Mr. J. BRADLEE SMITH, Mr. D. McLAURIN will act as Secretary.

W. REINERS,  
Chairman, Board of Directors.

Hongkong, 1st January, 1882. [85]

**F. D. GUEDES S.**

WINE MERCHANT

AND COMMISSION AGENT,

No. 33, WELLINGTON-STREET, HONGKONG.

Hongkong, 23rd January, 1882. [63]

## Shipping.

FOR SAN FRANCISCO.

THE 3/3 L.I. American ship

**ONEIDA.**

Carver, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
RUSSELL & Co.

Hongkong, 13th February, 18



## Intimations.

A. S. WATSON &amp; CO.

WHOLESALE AND RETAIL  
DRUGGISTS,  
GENERAL CHEMISTS,

AND

Manufacturers of the following  
AERATED WATERS,

viz:

SODA, TONIC, SARSAPARILLA,

AND POTASH, LEMONADE,

GINGERALE, RASPBERRYADE,

AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from  
7 A.M. to 7 P.M.SHIPS' MEDICINE CHESTS REFITTED,  
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast Orders.

HONGKONG DISPENSARY,  
HONGKONG.  
SHANGHAI PHARMACY,  
SHANGHAI.  
CANTON DISPENSARY,  
CANTON.  
THE DISPENSARY,  
FOUCHOW.

## NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed  
"The Editor," and those on business "The Manager," and  
not to individuals by name. Correspondents are requested  
to forward their name and address with communications ad-  
dressed to the Editor, not for publication, but as evidence of  
good faith. All letters for publication should be written on  
one side of the paper only, and rejected communications can-  
not be returned. Advertisements and Subscriptions which  
are not ordered for a fixed period will be continued until  
countermanded.

## The Hongkong Telegraph

HONGKONG, MONDAY, FEBRUARY 13, 1882.

We have recently heard a great deal about emigration to the Sandwich Islands. For reasons which we are quite unable to comprehend, our local contemporaries have been "bolstering" up in fulsome phrase scheme for populating these islands with emigrants from China, and reviling His Excellency the Governor for the action he has taken in restricting within reasonable limits the traffic in human beings between the Colony of Hongkong and the Kingdom of Hawaii. As advocates for emigration to King KALAKAUA's dominions our contemporaries happily stand alone. Happily their views on the subject of emigration to the Sandwich Islands, or elsewhere, carry no weight, and cannot in any way influence those who are practically acquainted with the subject. Frothy rant, unsupported by a single item of reliable evidence, can hardly be expected to hold its own against a plain statement of facts, and the opinions of even the highest Hawaiian officials such as Mr. WILLIAM ARMSTRONG, Minister of State. In his letter to the Berlin newspaper *Berliner Zeitung*, dated August 4th, 1881, Mr. ARMSTRONG concludes as follows:—"Before people come to the conclusion to emigrate to the Hawaiian Islands, they must make a most careful calculation of their capabilities, and must expect to have to deny themselves many comforts after arrival. An appeal to the laws does not exist there. I wish that emigration to the Hawaiian Islands should be rather discouraged than encouraged, and this I declare formally and publicly." And yet even in the face of this public declaration from a responsible officer of the Hawaiian Government, who, of all men in the world, ought to know something of the matter, we find the old established journals of this Colony strongly urging upon the Government what they term the necessity for encouraging Chinese emigration through Hongkong to these islands.

As we can hardly credit that any respectable newspaper would purposely advise even Chinese workmen to leave the comparative comfort of their own country for a life of hardship and harsh treatment, we are willing to believe that our contemporaries are grossly ignorant of the actual position of emigrants in Hawaii; and yet the subject has lately been discussed in leading home journals. As our contemporaries most probably seldom read home newspapers, we may as well give them some reliable information as to the actual position of emigrants in this much belauded paradise. A telegram in the London *Times*, dated Lisbon, December 29th, says:—"Several Portuguese journals publish articles to-day calling upon the Government to take measures to regulate the emigration of the people of the Azores to the Sandwich Islands, and complaining of the manner in which the Portuguese are treated in Hawaii."

The *Voz Portuguesa*, a journal published in San Francisco, paints the treatment accorded to the Portuguese emigrants from Madeira, and the Azores to Honolulu in the blackest colours. It is plainly stated that these emigrants were induced to leave their own country under false pretences.

Their treatment on arriving at Honolulu is described at length. It is stated that a few days after the arrival of the Portuguese emigrants, who, including women and children, numbered about 500, an attempt was made to coerce them into entering into new contracts of service for a period of five years in place of their original three years' engagement, and force was invoked to compel them to proceed to the plantations. They of course resisted, and a riot was the result. From the assertions made in the *Voz Portuguesa* one would imagine that the old days negro slavery had returned, only that in this instance the victims of falsehood and oppression were white-skinned natives of that nation which in olden days held one of the highest places amongst civilised Powers, and which has apparently sunk to the lowest depths of degradation. If the Portuguese Government are unable to protect their subjects from the horrors of slavery, it is high time that the present feeble form of government should give place to a republic, or the long talked of Iberian Confederation.

The following extracts will give our readers a general idea of what a haven of rest Honolulu must be for foreign emigrants:—"As soon as the vessel arrived in port, preparations were made for their landing, at the same time a new agreement was drawn out to be substituted for that which was signed by the colonists before leaving the Azores. This contract binds them for five years of perpetual imprisonment, and cancels the one previously signed. When this was done their landing commenced, and the emigrants were quarantined worse than sheep in pens. Men, women, and children are watched by an armed guard, as if they were so many convicts; they are presented with the new contract for signature, and then sent away in lots to the various plantations throughout the islands, from whence they cannot return for a period of five years. The treatment they receive is simply disgraceful, rivaling the worst episodes of the Peruvian cruelties."

The emigrants, it is stated, declined to sign the new contracts, and were subjected to harsh treatment in consequence. The above statement may be accepted as substantially correct. The Lisbon journals have taken up the matter, and no doubt the voice of public opinion will compel the Portuguese Government to take such steps as will ensure the safety and good treatment of their subjects in Honolulu. Nor is this all. If the Portuguese Government possesses one single spark of self respect, if but a remnant of its former character remains, it will demand, and that speedily, from the Hawaiian Government a satisfactory explanation and suitable amends for this gross outrage on our common humanity and international law. We believe there is no consul, or other diplomatic representative of Portugal, in the Sandwich Islands. If this be so, steps should be taken at once to have Portuguese subjects and Portuguese interests efficiently protected by the appointment of a responsible officer to represent the Government. That we have not heard the last of these gross outrages may be taken for granted; that emigration to Hawaii has received its death-blow may be regarded with some degree of confidence; and we think it will be generally acknowledged that the Government of Hongkong acted most wisely in restricting Chinese emigration to these islands, notwithstanding the abusive denunciations of the local Press.

The following notification relating to the approaching Chinese New Year, appears in the Government *Gazette*:—"Notice is hereby given that in view of the approaching Chinese New Year, the Captain Superintendent of Police has been authorized to give permission, under Ordinance 10 of 1872, for crackers to be fired under the following restrictions:—In the Districts West of the Cross Roads and of Shing Wong-street, the firing of crackers will be permitted from 4 p.m. on the 17th until 4 p.m. on the 19th February. In the Districts East of the Cross Roads and of Shing Wong-street, crackers may be fired only between the hours of 4 p.m. of the 17th and 9 p.m. of the 18th February. The Police will have strict orders to summon or arrest persons firing crackers in contravention of the foregoing restrictions. The firing of bombs is strictly prohibited."

We cannot publish the letter forwarded to us, signed "Censor." If our correspondent is under the impression that, because we may happen to differ with the views of any of our public men, the columns of this journal can be made a vehicle for a display of spiteful animus and rancorous abuse, he is labouring under an extraordinary delusion. We considered the Hon. F. Bulkeley Johnson wanting both in good taste and discretion in acting as he did at the meeting of the Legislative Council, and expressed ourselves in no uncertain terms to that effect. But we go no further. As a public spirited unofficial member of the Council, Mr. Johnson has shown himself quite alive to the general interests of the community, and although we have in some instances differed with the hon. member's policy, we gladly give him credit both for his conscientiousness and energy. It is not usual for a public journal to take notice of personal matters, which can have no possible interest for the public.

THE case of threatening to shoot at the Lyceum Theatre, which we noticed yesterday, has been disposed of. The man Perry, who appears to have been drunk at the time, was brought before Count di Luca, the Italian Minister, and Mr. Haas, the acting Italian Consul, this morning, and after the full circumstances in connection with the charge were entered into, the Court sentenced the prisoner to 12 days' imprisonment, and deportation; and the weapon, which is now in the hands of the Italian Minister, will be confiscated.—*Courier*.

TO-MORROW the 9th inst., says the *Courier*, there will be launched from Messrs. Boyd's Dock a second pontoon destined for the China Merchants' Company, to be placed in position at the new wharves on the property below the Associated Wharves. The first of the two pontoons is 160 feet in length, and the second, which is about to be launched, will be 100 feet long. There are other pontoons being built at the present time, but they are to be constructed of wood, and are to be fixed at the lower extremity of the C.M.S.N. Co.'s Wharves.

A RATHER serious accident occurred at the corner of Aberdeen street and Queen's Road after we went to press on Saturday. Two or three houses are in course of erection there, and the pillars supporting the verandahs in the upper flats giving way, the whole of the erection fell into the street. Three men were seriously injured, one man having his leg broken and other a collar bone fractured, besides being injured in other ways. The wounded men were conveyed to the Government Civil Hospital where they are progressing favorably. As it is stated that the plans of these buildings were prepared entirely by Chinese, we trust the authorities will order a searching examination to be made into the cause of the accident.

THE shipping community are very busy at the present time. As we had previously announced, the *Chintung* is waiting to go into dock directly the *Europe* comes out. The *Yung-ching*, is also being overhauled alongside the Old Dock. The *Fuyeh* is still at Tunkadoo, and is likely to be detained there for some time the C. M. S. N. Co.'s steamer *Hae-an*, is now in Collyer's Dock, and is being lengthened 25 feet, which will make her a ship of 250 feet. The engines of the late P. & O. steamer *Bombay* are to be put into here; and although six months will nearly elapse before the alterations are completed, it is anticipated that when she is released from the dock authorities she will be one of the fastest boats on the coast.—*Courier*.

LIEUT.-COL. Charles William Thompson, late of the 88th Regt., died on Dec. 30, at Bayswater, aged sixty-four. He was the eldest son of a Peninsula and Waterloo veteran, Lieut.-Col. Thompson, of the 27th Linc. Regt., Dublin, where he graduated B.A. in 1837. He was present at every action, assault, and skirmish which took place during the operations carried on in 1845-6 under Lieut.-Col. Hulme, and subsequently under Col. Despard, against the insurgent chiefs in the north of New Zealand, and received a medal. He was thanked in general orders by Sir Robert Nickle, commanding the force, in Australia, for "the promptitude with which he checked the insubordination among the detachments proceeding under his command to New Zealand on board the *Egmont* in April 1854."—*Overland Mail*.

THE *Army and Navy Gazette* hears that as one of the accidents of Mr. Childers' hurried action in linking regiments, that of two battalions to be linked, one distinguished corps is the fortunate possessor of a harp as a badge, which it greatly cherishes; the other battalion exults in the proud distinction of an elephant, which it refuses to resign. The question is, how can these two glorious badges be combined? It is obvious that the elephant might be represented as playing on the harp; but though the great sagacity of the animal is proverbial, there is no known precedent of such a performance, and it is even open to conjecture whether he would play on the harp with his forefoot or with his trunk. Again, the harp is bigger than the elephant, which is not according to the eternal fitness of things; but if the harp were reduced to the proportions of the elephant, it would be of nearly microscopic size, and if the elephant be enlarged to correspond with the harp, the blazon would cover the greater portion of the officers' uniform. The subject, indeed, appears full of difficulty, from whatever side it is approached.

We regret to announce the death of Mr. Bernal Osborne, which took place on January 4th, at Bestwood Lodge, the seat of the Duke of St. Albans, near Nottingham, where Mr. Osborne had been staying on a visit. The deceased gentleman was son of the late Ralph Bernal, Esq., many years member for Rochester, and the owner of the celebrated collection of articles of vertu, which was disposed of by auction after his death. He was born in 1814, was educated at the Charterhouse School, and assumed the name of Osborne by Royal license in 1844, through his marriage with the only child and heir of Sir Thomas Osborne, Bart. He was in the army, was secretary to the Admiralty from Dec. 1852 till March 1858, and became a magistrate and deputy-lieutenant for county Waterford. He was elected one of the members in the advanced Liberal interest for Wycombe in July 1841; for Middlesex in August 1847; for Dover in March 1857; was defeated at Dover at the general election in April 1859; was returned for Liskeard in August 1859; resigned his seat in June 1865; sat as one of the members for Nottingham from May 1866 to 1868; and was returned for the borough of Waterford in 1870, but he was at the bottom of the poll at the general election of February 1874. Mr. Bernal Osborne was well known in Parliament by his frequent criticism on public men and measures, characterised as much by lively sallies of wit as by a keen spirit of sarcasm.—*Overland Mail*.

THE Japanese mail steamer *Sumida Maru* went round to Aberdeen Dock this afternoon.

THE Agents (Messrs. Jardine, Matheson & Co.), inform us that the steamer *Glenfruin* left Singapore for this port yesterday, the 12th inst.

SIR Stafford Northcote, the Tory leader in the House of Commons has, according to a telegram received on Saturday afternoon, given notice of a motion to oppose the closure.

THE troopship *Tyne*, expected to arrive this evening or to-morrow, brings Captain Hewitt, R.A., and 22 non-commissioned officers and men to reinforce the battery at this station.

THE Royal Artillery are hard at work mounting the North Point Battery with 6-ton 73-inch guns, and will start to-morrow to mount the Kowloon East Battery with the same description of Ordnance.

ACCORDING to the *Courier*, the *Wycliffe*, belonging to the C. M. S. N. Company, is now alongside the Old Dock Wharf. She is to be thoroughly overhauled, and is to have a new iron deck made forward.

THE *Overland Mail* of the 6th ultimo says that "News has reached St. Petersburg of the massacre of the inhabitants of two Chinese settlements on the Kuldja frontier by Kirghese, who, having been treated with great cruelty, thus revenged themselves."

It is notified in Saturday's *Gazette* that the Opium Farm has been sold to see Sang Kai and Wan Hin Seung for one year, from the 1st March 1882 to February 28th, 1883, for the sum of \$210,000. What has become of the croakers and false prophets of our clever contemporaries?

PRINCE Pradsang, Siamese Envoy to Great Britain, attended by his suite, visited the Government establishments at Woolwich on Jan. 5, and was received by the officials. The greater part of the day was devoted to the Royal Arsenal, and the visitors took luncheon at the Royal Artillery mess.—*Overland Mail*.

AFTER recent telegrams on the subject, it can hardly be surprising to hear that the Egyptian Government has declared that the interference of foreign Powers with the internal development of Egypt is unjustifiable. If the Porte will only support his vessel in this view, the final settlement of the Eastern Question may be much nearer at hand than is generally anticipated.

THE Shanghai *Mercury* of the 8th inst. states that Tso Tsang-tang arrived at Nanking and took the seals of office a couple of days ago. Our contemporary may be right; but we may state that we are in receipt of reliable private advices from Nanking of a recent date which announce that His Excellency's arrival was not expected until the end of the first Chinese moon.

LADY Hennessy will leave here to-morrow by the steamship *Tripan* for the south, on a short visit to her father, the Hon. Hugh Low, Her Majesty's Resident at Perak. We believe that H. E. the Governor will join Lady Hennessy in April, when they will proceed to England for a short sojourn, returning to this Colony next October. It is generally understood in official circles at home that Sir John Pope Hennessy will be offered a second term of governorship in Hongkong.

## FIRE IN JERVOIS STREET.

The fire bell rang an alarm shortly before eight o'clock yesterday morning, indicating a fire in the Sze-yung-poon district. On proceeding to the spot flames were to be seen issuing from a two storied house, No. 123, Jervois-street. The ground floor of the building was occupied by the Yu Nam shop, a sort of Chinese pastry cook's establishment, the upper story being occupied by a Chinese druggist. The upper portion of the building contained a miscellaneous collection of druggists' stores, consisting of ginseng, tigers' bones, snakes, herbs, &c., &c., and we learn was insured with the Lubbock Fire Insurance Company for \$2,000. It would appear that the fire originated in the pastry cook's during the boiling of some bladder cakes for the Chinese New Year. These cakes are cooked in large iron pans filled with pea-nut oil, and it would appear that the flames from the stove communicated with the oil in the pan, and the place was instantly in a blaze. The Fire Brigade and the different engines were quickly on the spot, and the water supply being all that could be desired, immense volumes of water were quickly poured into the burning building. So well were the engines worked that in a very few minutes the fire was well under control, and all danger of its spreading had ceased to exist. The building, was, of course, partially gutted, but the actual damage done amounts to very little.

## GREAT FIRE ON THE PRAYA.

About noon yesterday a dense volume of smoke was seen issuing from the godowns occupied by Messrs. Arnhold, Karberg & Co., situated behind the Blue Buildings on Praya East. The godowns it was afterwards discovered contained a large quantity of matches, camphor, cotton, and other inflammable materials, which after ignition became one vast sheet of flame. It is difficult to trace the origin of the conflagration, although various rumours, all more or less unreliable have been in circulation. On the alarm being given the members of the Fire Brigade turned out with the engines, and quickly commenced operations on the burning building. A hand engine from the Wanchai station was the first to arrive, and was soon followed by the Fire Insurance Companies' Nos. 2 and 3 steam-engines, besides a number of manual engines which had been at the fire in Jervois street earlier in the day. Being close to the harbour a copious supply of water was available, and the engines were quickly playing with good effect on the burning mass.

A hose was also carried through from a hydrant in Queen's-road, and a Chinese hand engine was hauled into the garden at the back of the Asile de la Sainte Enfance where it rendered effective service. Fears being entertained that the conflagration might spread to the French Home, two steamers were stationed in the Queen's-road, and everything possible was done to keep the fire within limits. Fortunately there was no wind blowing, so that everything was in favor of the firemen. Order was well kept by detachments of men from the Royal Inniskilling Fusiliers, the Gun Lascars, and the police under Capt. Deane. A body of men from the French frigate *Thetis* were also promptly on the spot, and worked most energetically. The houses adjoining the godowns were for a long time in great danger, the windows of the houses in several instances catching fire, only however to be quickly extinguished by the powerful streams of water turned on them, so that the actual fire was confined entirely to the godowns, and the backs of the small dwelling houses in front of them. These houses were tenanted by Mr. Drowes and Mrs. Snelling. The most eastern portion of the Blue Buildings was occupied on the ground floor by Inspector Adams, on the first floor by Lieutenant Barclay, the top flat being tenanted by Captain Speckley, and all of these persons sustained a considerable amount of loss by damage done to their furniture and effects by water, and in hastily removing them to places of safety. But for the inflammable nature of the contents of the godowns the well directed streams of water would have quickly extinguished the fire; but it was soon found that the utmost the firemen could do, would be to prevent its spreading, and to effect this aim all their efforts were directed. During the whole of the afternoon the engines continued playing on the flames, and about five o'clock No. 3 steamer and several of the manuals were taken off as it was considered that all danger had passed. However the other government engines and that belonging to the Fire Insurance Companies continued at work throughout the night, and it was as well that they did so, as without their assistance the repeated explosions from unconsumed match boxes might have led to disastrous results. The whole of this morning up to a late hour water was poured upon the smouldering ruins, and has been continued throughout the day. Although all danger may be said to have passed, the greatest care will have to be exercised as it is probable that the *debris* may smoulder for two or three days. One of the government fire engines, No. 2 steamer, was rendered useless through the boiler packing giving way, but all the rest of the engines worked most satisfactorily.

The buildings are entirely gutted, and the greater part of their contents destroyed. Fortunately a large quantity of matches was removed from the godowns, which no doubt lessened the chances of the fire spreading. We are informed that the goods in the godowns were covered by insurance to the extent of \$90,000, in home and local offices, and that the buildings, which are the property of the Spanish Procuration, are also partially insured.

So far as we know, no accident of any importance happened during the fire. H. E. the Governor visited the scene yesterday afternoon, and expressed his gratification at the very efficient manner in which the operations for extinguishing the fire were being conducted.

At 3 o'clock this afternoon Government Steam Engine No. 1, manual engines Nos. 6 and 7, and a steam engine from the East point sugar Refinery were still playing on the *debris* of the godowns, which now and then flickers up into flame dense volumes of smoke issuing therefrom. A number of the Fire Brigade, with 10 men from the *Thetis*, are still on duty there. 200 coolies and 6 cargo boats are employed in removing the *debris*. We hear that a large quantity of superior Old Port in casks formed part of the contents of the godowns, and efforts are being made to save it if possible, but success is very doubtful. About 8.30 last night the end wall of No. 2 godown, facing the French Convent, came down with a crash, sending up so dense a volume of smoke that for a time it was impossible to remain in the Convent garden. The superintendence and the sisters, the former of whom remained up all night, were much alarmed for the safety of the Convent. About 2.45 this morning some of the *debris* blazed up into a fierce flame, taking over an hour to extinguish it.

## SPORTING NOTES.

Proceedings at the race-course this morning were again of a most interesting character, but the spectators, owing to yesterday's fires, were few and far between. A rumour was flying round that Wild Eddy had joined the band of cripples, and there may be some truth in the report, as, although last year's Champions' winner was walking in the enclosure, he was not sent on the course. It is asserted that his gallop on Saturday morning stiffened him, but remembering the trouble they had with Wild Eddy two years ago owing to very tender feet, we should imagine that if there is actually a screw loose, it may be only temporary, and caused by tenderness in his feet. A few days will satisfactorily settle the point. First Comet was again absent from exercise, but he has sufficiently recovered from his slight lameness to stand sweating, which operation was performed, on Saturday, still ponies that are in the least bit unsound should not be trusted too far; and with both Wild Eddy and First Comet under suspicion the way in the long distance races seems to be pretty well cleared for Tajmahal, strathpeffer, and Driving Cloud. Strathpeffer was the first pony sent along this morning, although Gold Bar had trotted and returned to his stable before day break. Last year's Wong-nei-cheong stakes winner went a long steady gallop with full weight up, and performed in good style. East Wind was sent a mile at full speed and carrying a light boy. This handsome racer, got over the distance in 2.13, which must, under all circumstances be regarded as a fast bit of galloping, strathpeffer covered

the last mile of a long gallop at a good pace, accompanied by Rajapal and a grey subscription griffin, the old pony coming in lengths ahead at a hand canter in 2.18. Redstart galloped very smartly in his usual beautiful style, the other ponies in this team doing nothing noteworthy. Hualschan and Airle, after trotting, were sent down the straight at a fast pace, second Violin doing similar work. Duncrobin trotted and cantered for about half an hour, and seemed all the better for his work. For the first time during the season we had the opportunity of specially observing the crack subscription griffin, Shell, favorite for the Valley stakes and German Cup, of whose prowess we have heard so much recently. Ridden by Achree—who is the heaviest of all the riding maulos—Shell was sent a gallop over the Derby distance. We do not know, of course, what weight the pony carried, but we do know that if his exhibition this morning was his true form, he does not possess a 100 to 1 chance of winning either Valley stakes or German Cup. The time—considerably over 3.40—was bad enough; but the pony's ungainly style of galloping, and the driving he required to send him along hardly stamp him the wonder his party claim him to be. Shell is said to be good enough to win the Derby, but as his connections have supported him heavily for the Valley stakes, they generously leave the Riband *pro bono publico*. Mr. Grammont's pony may be even better than they say he is; he may win the whole of the subscription griffin races without being extended; he may possibly win the Champions; but we beg leave to think that he will not win a race at the meeting unless he improves about four stone on this morning's performance, and a gentleman of our acquaintance who knows something about racing has expressed his willingness to back the winner of the Derby—whatever may win—to give shell 7 lbs. over a mile and a half for a thousand dollars aside. If the owners of shell are throwing away the Derby for the sake of the Valley stakes here is an opportunity by which they can recoup themselves for their unexampled generosity. We should like to see Mr. Grammont's pony successful; but frankly, we think they must have made some mistake in his trial, or the pony must have been out of all form this morning. Tajmahal galloped a mile and a half very steadily, pulling hard the whole journey, shanrock took it into his head to break away from the stable, and did a little bit of steepchasing on his own account. In trying to clear the rails he nearly came to grief, smashing the bar and hanging for an instant with his hind legs over the outer fence. After a long chase, and with great difficulty he was at length secured, and afterwards trotted about four miles going sound and well. Hurricane went a mile and a half in grand form, his last quarter-mile in a shade over 30 seconds; sirocco going the same distance at similar rate of speed. Thistle and White Cloud went at a good pace for rather over a mile the subscription pony apparently giving the stronger of the pair, at the pair at the finish, although running ungenerously. Lightning also galloped in grand form, but not at a fast rate. An interesting six furlong "pew" between Grey Mist and Scotch Mist ended in favor of the dark grey after a desperate struggle, in 1.40. Driving Cloud went stiding along for over two miles, almost pulling Mr. Allan out of the saddle at the finish. Mr. Henry's string were kept quiet, excepting Wild Scud and Jet the grey cantering in his usual style, which by the way may be very effective, but is not taking to the eye. Several of Mr. Gordon's ponies were sent long sweating work. Thunder galloped three quarters of a mile and pulled up dead lame. His destination is stone-cutter's Island. Sunlight went a splendid gallop for a mile, covering the distance with weight up in 2.13 4-5th, which we take to be the best performance of the morning.

## CANTON.

On the 27th January His Excellency the Viceroy paid a visit to the foreign men-of-war (H.B.M.'s iron-clad *Wuwei*, and a French corvette) now in port; on his departure from each vessel a salute of three guns was fired, which in both cases was promptly responded to by an equal number of guns being discharged on board the two foreign built gunboats forming His Excellency's escort; but strange to say, His Excellency paid these visits of state in a clumsy and cumbersome specimen of naval architecture, the original model of which has been fully described in ancient scriptures relating to the Deluge, and I need not now repeat its detailed description. There is a rumour afloat in Canton that negotiations are pending to sell the *Wuwei* to the Chinese, but whether to the C. M. S. N. Co., or to the Imperial Navy Department, is not easy to tell; one seems as likely as the other, however, this news should be well shaken, before taken, with a pinch of snuff; no, with a pinch of salt, I intended to write or, to put it in plain English, *cum grano salis*.

Owing to the sensible changes recently introduced in the working of the I. M. Customs at Canton and Whampoa, vessels may now receive 24 to 48 hours' quicker despatch than formerly, thanks to the present Commissioner of Customs, and to the I. C. as well. There are some Commissioners who surround themselves, and their dignity, with a wall of unassailable red tape, seemingly building up artificial obstacles to the trade and other people's work, for the sole purpose of creating self-created difficulties for their whole indoor and outdoor staff, and to gallantly conquer and remove them. There are other Commissioners again, who run their mill in a business-like, matter of fact style, facilitate their own work, and that of the public, and protect the interests of the Revenue as well, or perhaps a great deal better, than their more bombastic colleagues. A common sense Commissioner of Customs is a great blessing in any Chinese Treaty Port, and Canton now fortunately rejoices in one; may it long continue to do so!

A salt junk has been sunk recently in the river off Amherst Point, the three masts remaining above water; at night two red lights, exhibited one over the other, indicate the position, as advertised by Mr. Commissioner Woodruff. Several very acceptable improvements have also been introduced in Canton River by the chief tide surveyor and harbour master, Mr. Meade, formerly attached to the I. M. Customs' staff at Shanghai. There is now a tide-pole near the First Barrier Island, showing the water on the flats, which is very useful indeed; there are other tide-poles of older date on the Taishek Barrier (three, in fact), and one about a mile below the same, besides some more poles in Canton, Whampoa, Shamoon, &c. It seems it is less difficult in Canton River to establish and to maintain tide-poles, than in Shanghai River, where the want of one at least, somewhere between Half-way Point and Woosung Bar, has been keenly felt for years.—The Buoy lately moored on the Macao Fort Rock and the Haeslin Rock are very useful, and the lights exhibited on them from sunset to sunrise are a decided success, and a great credit to the I. M. Customs authorities.—*Mercury*.



## SHANGHAI.

At the Mixed Court, yesterday, a Ningpo man, who had been afflicted with leprosy and frost-bite, was brought up on a charge of larceny. He had been in the hands of the police more than a dozen times; had been deported to Ningpo, but made his way back here again, and not long ago did two months' hard labour. On the present occasion he froze on to some umbrellas which were hanging on a shop counter, and walked off with them, evidently meaning to prepare for a rainy day, as he took three or four. One of the gongs was produced in Court, the other having panned, but the pawnshop-keeper having received them. The old thief went down on the floor, with one shoe off and the other on, and when Chen "spoke into him," the prisoner made a silent but ineffectual appeal for mercy by holding up his bare foot, showing that his feet had been cut off. Chen gave a yelp like the bark of a terrier, by way of rebuke, and the thief flopped at once. He then perspired so extensively that beads were standing on his forehead, and from his dirty unshaven face a volume of vapour rose, till his head was steaming like a boiling potato. He cooled down, however, when he heard his sentence, then put on his shoe, and took his departure in charge of the police to assist in the repair of roads during the next four months.

A performance took place at the Lyceum Theatre on Saturday night in which the audience and Willard's Wanderers sustained roles. We are quite at a loss whether to compliment the Wanderers for the attention they bestowed on the performers of the other side of the house, or the audience for the consideration they displayed towards the Willards. The gentleman in the gallery who took the part of "Cock a doodle do" considerably enlivened the proceedings by his successful imitation of cock crowing; and the leading actors in the pit comedy enlivened the proceedings considerably by their jocose and witty remarks, which were evidently enjoyed by the audience on the stage. As to those who were presumed to be masters of the stage, they certainly afforded the occupants of the stalls much amusement, for if they did not laugh with them, they certainly laughed at them. Mr. Willard craved the condescension of his auditors on the ground that he had made a mistake in opening with variety business, but that the error would be rectified on Saturday next, when they would appear and try to please the audience in a burlesque. We hear that the Wanderers are good in burlesque, and it is a pity that Mr. Willard did not give the public an opportunity of judging how far this assertion was true by opening with a burlesque performance.

A general meeting of the shareholders in the proposed Masonic Club was held last evening in the Masonic Hall. There was a good attendance of Masons, among these present being Bros. Evans, J. G. Threlk, Vaudrey, J. D. Clark, Merritt, Danne, Nam, Kluh, J. G. Williams, Pemberton, Mustard, Penfold, B. J. Perkins, Hickey, Galle, Silver, Horn, Cammer, Laffy, M. H. Cook, D. C. Jansen, Park, Lalaca, &c. Bro. Jansen was voted to the chair. The Secretary, in reply to a question from the Chair, said there were 52 shareholders who had subscribed over \$25,000. The Chairman read some estimates concerning the amount required to furnish this club room, which showed that the club could be equipped very well on \$30,000 which was now almost subscribed. The bye-laws were then read, and passed, after undergoing some minor modifications. On the motion of Bro. Clark, seconded by Bro. Cook, it was agreed that the Club be formed on the basis of the constitution for that evening, and the Provisional Committee were empowered to issue provisional scrip. On this motion of Bro. Evans, seconded by Bro. Williams, the Working Committee were empowered to furnish the Club room.

The gentle leafer is fairly represented in Shanghai at present. We have had our attention called to five or six cases of foreigners soliciting alms and pestering private houses for assistance which they do not merit. A few days since a Frenchman called at a large hotel in the settlement, the head of which is a French gentleman, and pitched a tale of woe that brought tears to the eyes of the listener, who gave the man ten dollars and a promise of further aid. The applicant stated that he had left France to see the world; and he had come to Shanghai and lost all his money in speculation. But he desired to return to his country, and he had no money to pay the fare. He had been in Shanghai for some time, and he had been in the hands of the police more than a dozen times; had been deported to Ningpo, but made his way back here again, and not long ago did two months' hard labour. On the present occasion he froze on to some umbrellas which were hanging on a shop counter, and walked off with them, evidently meaning to prepare for a rainy day, as he took three or four. One of the gongs was produced in Court, the other having panned, but the pawnshop-keeper having received them. The old thief went down on the floor, with one shoe off and the other on, and when Chen "spoke into him," the prisoner made a silent but ineffectual appeal for mercy by holding up his bare foot, showing that his feet had been cut off. Chen gave a yelp like the bark of a terrier, by way of rebuke, and the thief flopped at once. He then perspired so extensively that beads were standing on his forehead, and from his dirty unshaven face a volume of vapour rose, till his head was steaming like a boiling potato. He cooled down, however, when he heard his sentence, then put on his shoe, and took his departure in charge of the police to assist in the repair of roads during the next four months.

for the position above mentioned after some big crash has occurred—after some deep draught vessel has been knocked into a cocked hat; and it is a great compliment to the skill, knowledge and careful management of the Yangtze pilots that no serious accidents have occurred yet in that locality during the winter months.

From the columns of your valuable paper I see that the Shanghai Waterworks are progressing favourably. I wonder if Shanghai could not have followed the example set by Saigon going in for artesian wells. Before Mons. Thevenet struck oil, or rather water, Saigon was a fever nest, and dysentery was always rife; now with a number of public fountains springing day and night, with plenty of hydrants in every street, and an abundance of beautiful, splendid water, Saigon has become quite a healthy place. Mons. Thevenet, the successful engineer, was recommended by the local French Consul, and within fifteen days he was nominated a *chevalier* of that order, also per telegraphi moral; send for Mons. Thevenet, if you want good water; try artesian wells.

Game appears to be quite scarce, no wild boar in the market for some time; the great hunter *par excellence* has been too busy of late to "go for them." Some porcupines have been shot lately; a couple of them would be a valuable acquisition for the museum of Shanghai and Zikawei.

I hope that gentle hint will be understood by the local Ningpo. There is an enormous large stuffed lion in the Club, shot and presented by Mr. St. Croix, of the I. M. Customs, which would have a much more appropriate and more useful place in a Museum; it is about the size of an elephant; a very small elephant I mean, of course; an elephant about as large as an ordinary goose.

At present some dredging operations are going on at the mouth of the Grand Canal below Chinkiang, and actually two steam dredgers are being employed; go ahead, boys! A fleet of junks with cargoes of native tobacco is expected to pass through here from Kiangsu for the river in a few days, taking about six or seven times as long to carry their cargoes as if the tobacco were despatched by steamer.

It is stated that the trees in the vicinity of Heaver Island are playing a shabby trick on the Customs authorities; the trees gradually grow over the Beaver Island Light, and will soon require to be cut down by the beavers, or will force the authorities to raise the lantern; raise the light, or axe the trees—*on l'un ou l'autre!*

Our worthy harbour-master, Captain Gunther, is expected back here in a few days from Foochow, where he has been relieved again by Captain Palmer, who has been in temporary command of the R. C. *Ling Feng*, in the place of Captain Farrow, on sick leave; the *Ling Feng* being stationed at the south end of Formosa to guard the building of the Lighthouse in course of construction there. From that interesting spot it is reported that an enormous tidal wave has done much damage there in the month of December; some people are inclined to think it has been a storm-wave connected with the typhoon which swept over the Philippines on the 11th December.

Last year Chinkiang, too, suffered severely on account of several typhoons, which passed over the port, and the energetic and sensible steps taken lately in Shanghai to secure a telegraphic storm warning service are highly approved of by every person gifted with ordinary understanding and common sense, and it is generally considered that this important and most useful undertaking is a great credit to everybody connected with it, and worthy of the intelligence and humane public spirit of the gentleman who have with so much good sense and good will taken the matter in hand. This despatching enterprise will be most certainly, and justly so, rewarded with golden letters, not only in the annals of the Model Settlement and of this country, but also in the general history of civilisation and universal progress.—*Mercury.*

## THE SHANGHAI RACE CLUB.

The annual meeting of the Shanghai Race Club was held this afternoon. Present: stewards: Mr. G. W. Coutts (Chairman), Messrs. Paterson, Fock, A. McLeod, F. D. Hiteh, and E. G. Low. Mr. Dallas, Secretary. Messrs. Lindsay, Rivington, Nelson, Robinson, Rice, Veltch, A. Ferguson, Pond, Ashby, Layge, Goldsmid, Behnam, Reid, Schuffenhauer, Craven, sylvia, Steinmetz, H. J. such, E. H. Gore-Bloch, Myburgh, Wainwright, Short, Fabr's, Meyerink, Ashton, Lewis and Townsend. The Chairman moved that the account be passed; he stated that the Club would be out of debt next June; they were passed unanimously. The following gentlemen were willing to serve as stewards: Messrs. G. W. Coutts, A. McLeod, W. Paterson, O. Fock, E. G. Low, H. De Courcy Forbes, and F. H. Bell; on the proposal of Mr. Robinson, seconded by Mr. J. A. Taylor, they were unanimously elected without a ballot. Mr. Rivington and Mr. Hiteh withdrew. The Chairman stated that the stewards had decided to spend no money on the Grand stand in view of the possibility of its being rebuilt, and of their acquiring Belle Vue. Mr. Myburgh asked if the stewards had any idea of changing the manner of watering the race-course, and Mr. Ferguson suggested the employment of watering carts on the top rollers. The stewards had been thinking over the possibility of doing something of the kind. Mr. Short thought the inside course required more attention and suggested an ordinary water cart. Mr. Ashby suggested having a pump to go along with the water cart and fill it every 15 yards. Mr. Ferguson made a few remarks to the effect that the inside course should be made convex instead of concave, so that the water might run off as on the Sikawei Road. The Chairman said these suggestions would have the attention of the stewards, and with a vote of thanks to the Chairman, the meeting separated.—*Mercury.*

## EXTENSIVE SEIZURE OF OPIUM.

\$30,000 WORTH IN ONE HAUL.

A recent issue of the San Francisco *Call* says:—On Tuesday night, at eleven o'clock, officers James Smith and Eagan, who for some time past have been on patrol duty in a Whitehall boat on the bay, went on duty, and in addition to the rain which soaked them through, they found, among other discomforts, that they had to row in a rough, choppy sea, with a strong south-easter blowing. "Mighty rough night," remarked Eagan.

"I should smile," replied Smith, "and we might as well have stayed ashore for all we'll catch in this kind of weather."

The night was on, and the two men were often wishing they were on shore under the protection of some friendly awning. As eight bells sounded, they found themselves off the small Company's dock, when the moon faintly shining through a rift in the clouds, enabled them to see some distance ahead of them a Whitehall boat, laden down so that her gunwale touched the water's edge. They saw one man at the oars, and another at the tiller, and observed that the man who was rowing could not make any headway against the current. Determined upon knowing who these men were, and where they were going with such a heavy cargo, they pulled for them. The man in the forward part of the boat soon observed that they were pursued, and the one who was at the tiller relinquished his post and went to the assistance of the man at the oars. These two pulled with all their might for a narrow slip near the foot of Second-street, where there are boat steps, but before they could make

it the officers had come within hailing distance and ordered the rowers to come to, but they paid not the slightest attention to the command, and it was not until threatened with lead from a "bow chaser" in the shape of a navy revolver in the hand of Officer Eagan, that they heave to. After giving a few more strokes of the oar, Smith got the Police boat alongside of the one that was being chased. The two men were asked what they had and where they were bound. They tactically replied, "Don't know."

"If they don't," said Smith, "That's opium, and them fellers are smuggling it ashore. I guess we'll make a seizure."

Eagan then got into the captured boat, and handcuffed the two men, while Smith took the boat's painter and made it fast to the police boat. Then, with the smugglers' boat and the smugglers in tow, he pulled for the boat steps at Folson street, leaving Eagan with the captives, to look after them. On the way to the steps one of the smugglers managed to kick three boxes overboard, and was about to throw more into the bay when Eagan made him desist under a threat to put a bullet through him. After this, one of the men said to his captor, "Look here; we'll do the square thing by you. You put us ashore, and you can have the—stuff in the boat."

"Before I consider your proposition, guess I'll take you to the station, find out who you are, and what you've got."

Pulling back against tide and wind, Smith rounded Folson street, and the two men, who were sitting on the middle thwart, commenced to rock the boat with the intention of swamping her and having the cargo go adrift. The cold steel of Eagan's revolver at the forehead of one of the men, and the injunction to "stop that nonsense," brought him to a realization that the officer might shoot; so he and his companion remained quiet until the boat steps were reached. The two smugglers were then taken to the police station, where they were recognized as William McDermott, nicknamed "Brick the Boatman," and James Kennedy, formerly in the employ of the Mail Company, but recently discharged. The officers then examined the cargo, and found it to consist of 97 25-pound cans of opium—in all 2,425 pounds, worth about \$14 a pound, amounting in the aggregate to \$33,950, and two rolls of silk, worth about \$100. After having taken an inventory of the goods, Smith remarked to his brother officer, "Twasn't such a bad night after all." Later in the day, the prisoners, who were very reticent, were turned over to the United States authorities, the arresting officers having lodged an information against them charging them with smuggling. Yesterday morning, number of officers connected with the Customs Revenue called upon Chief Crowley and sought to obtain the property, but he refused to surrender it, saying that the officers who had made the seizure should be protected in whatever rights they may have in the matter, and that they alone should deliver the goods, taking the receipt from the proper authorities therefor. This was done during the afternoon. Some time ago there existed a law, by which the seizure of smuggled goods was entitled to one-half of the proceeds of the sale of the confiscated goods, and the law has been repealed, and under the existing law, the one who makes a seizure is entitled only to two much of the proceeds as the Secretary of the Treasury in his discretion may see fit to award. Whatever that may be in this case, time alone will tell; but Officers Smith and Eagan feel confident that it will be sufficient to keep them in cigars for some time to come.

Where the property came from the officers have not been able to ascertain, but it is supposed that it came from the City of Tokio, which recently arrived in China. A number of Custom House officers were always on duty on the Mail Company's wharf day and night, but they allowed this prize to get out of their clutches.

## SHIPPING NEWS.

The *Palestine*, from Tyne for Bangkok, with a cargo of coals, has put into Falmouth, leaky, and crew refusing duty.

During the past year 90 vessels have been built upon the West of 15,437 gross register, as against 76 built in 1880, representing 114,832 gross tons, showing an increase of 14 vessels and of 40,100 tons.

There is little hope that the steamer *City of London*, bound for New York, will ever arrive. The *Henry Edge*, from Antwerp to Boston, and the *Lord Byron*, for Hamburg are also given up. All are freight steamers without passengers. These are the only long overdue Atlantic steamers now at sea.

The *Orion*, an iron screw steamer, built for the Austrian Lloyd's (Trieste) Company, has been launched by Messrs. Caird and Co., Greenock. This vessel, which is to be employed in the China trade, is 340 feet in length, 38 feet in breadth, and 28 feet in depth, and has a registered burthen of 2,000 tons.

A report upon the Clyde shipbuilding trade is published, showing that during 1881 no fewer than 261 vessels have been launched, representing 341,022 tons. This is fully 90,000 tons more than last year, and nearly 80,000 above 1874, which, with the exception of the present twelve months, has been the most prosperous year experienced by Clyde shipbuilders.

The steamer *Lanarkshire* has arrived in the Clyde, bringing Captain Reinderson and ten seamen of the Norwegian barque *Sorrideren*, of Farund. The barque was bound from Cadiz to Burgoyne with a cargo of salt. She encountered heavy gales in the Bay of Biscay, and becoming unmanageable was abandoned on the 21st inst. After being a few hours at sea in two open boats, the crew were picked up by the British steamer *Centinara*, and was afterwards transferred to the *Lanarkshire*.

Messrs. Green, of Blackwall, have tested the speed of the twin screw steamer *Bergama*, built by them to the order of Messrs. Tomons, for service in Buenos Ayres. She ran the mile at Long Reach four times, with an average speed of twelve miles an hour. The engines, compound surface condensing, are by Messrs. Wilson, of Vauxhall. The *Bergama* has since sailed for Buenos Ayres.

The *Bergama*, a large three decked iron screw steamer, built to the order of Messrs. Henderson Brothers, having the following dimensions:—length 400 feet, breadth 44 feet 6 inches, depth 33 feet, gross tonnage 5,000 tons—has been launched by Messrs. D. and W. Henderson & Co., Partick, on the Clyde. She will be placed on the Anchor Line service between London and New York.

The *Austral*, the largest vessel yet built for the Australian trade on account of the Orient Steamship Company, was launched on the 22nd inst. by Messrs. John Elder and Co., Fairhead, on the Clyde. This vessel will probably be the fastest in the same service, as she is intended to perform the voyage in thirty or thirty-one days, steaming time. She is built of steel, on a cellular double-bottom system, and is classed in the highest grade at Lloyd's. The principal dimensions of the vessel are:—Length between perpendiculars, 455 feet; breadth, 45 feet; depth moulded, 37 feet; tonnage, about 5,600 tons. The engines are of the three cylinder inverted type, the high pressure cylinder being 62 inches diameter and the two low pressure 16 inches diameter, by 5 feet stroke. Steam is supplied by four boilers at 90 lbs. pressure, and the engines will develop 6,300 H.P.

The *Sorrento*, a finely modelled iron screw steamer of about 2,400 tons, built under special licence to class No. 1 in Lloyd's, has been launched by Messrs. Alexander Stephen and Co.,

Govan. This vessel forms the latest addition to the fleet to Messrs. Robert R. Sloman and Co., of Hamburg, and is for their Hamburg, London, and Australian line.

A new steamer, named the *Moer*, has been launched at Clydebank. This addition to the fleet of the Union Steamship Company is the fourth vessel which that company has built or purchased for their mail service with the South African colonies since they commenced the service in 1877, twenty-four years ago. She is intended to be one of the fastest, handsomest, and best fitted up of this fine fleet. Her dimensions are:—Length between perpendiculars 365 ft., beam 45 ft. 6 in., with engines the same as those of the *Athenian*, which was launched at Whiteinch on the 7th instant for the same company; but as the *Moer* is intended to be a much faster ship, there are many points of difference between these two magnificent vessels. The *Moer* is nearly 4,000 tons gross register, and has accommodation for 170 first, 50 second, and 130 third-class passengers. The great beam of this ship enables the owners to give most luxurious accommodation to their passengers; so much so that one of the dining-salons for first-class passengers is 45 ft. square, and the other saloons are proportionately capacious. The style of decoration is very similar to the *Servant*, of which so much has been heard recently. All the latest improvements for adding to the comfort and safety of the passengers have been fitted in this ship, and no trouble or expense has been spared to make her fit to be the crack ship of the fleet. —*London and China Express.*

## TERRIBLE SUFFERINGS OF A SHIPWRECKED CREW.

A shocking story of shipwreck and suffering has just been related in Liverpool by a portion of the crew of the barque *Lohengrin*, who have arrived there. From the statement of George and Ward, an able seaman on board the *Lohengrin*, it appeared that ship originally sailed from Liverpool for Dalnossie, from which latter port she was returning at the time of the casualty. Dalnossie was left on the 7th November, the *Lohengrin* having a cargo of timber, and also a deckload of the same material. For the first few days the weather was fine, but the wind increased until on the 16th it blew very heavily, accompanied by heavy seas. The vessel laboured very much, and finally sprang a leak. She seems also to have heeled partially over, as on the following day the crew cut away the masts. Soon after this the vessel became completely waterlogged. Then the men and officers were driven from their quarters, and had to take shelter on the top of the forecastle. On the 19th, the look-out reported a vessel, which turned out to be the steamer *Glenavon* bound for Leith. The *Glenavon* stood near, and a boat was launched from the disabled barque. The sea almost capsized the small craft, which, however, was almost full of water. One of the crew got into her for purpose of bailing the water out, but he only partially succeeded, and a second and a third were sent to the bottom. The captain at this moment jumped into the boat with four others, and asked the rope to be detached. This, however, was not acceded to, and the captain then told the men on the *Lohengrin* to pay out the rope, so that the boat would go astern of the vessel. This was done, and the small boat afterwards made for the steamer. On getting to the steamer, however, the boat was forced against the propeller and capsized, the occupants being left struggling for their lives in the water. Lines were thrown to the men, and three of them, including the captain, were drawn on board the steamer, but the remaining two were drowned. The *Lohengrin* had a crew of twelve, seven of them being left on the wreck. The vessel had no boat in which to leave their life sinking craft, and had nothing to do but to wait for some passing vessel. It seems that the steamer intended to attempt their rescue, but, night coming on, the vessels got parted. Two days after their five comrades left them the helpless crew ran short of water. Bad weather was still encountered, and the vessel was gradually but surely breaking up. There was a hole in her bow several feet wide, and it almost seemed as if the vessel herself would split in two. There was no variation in affairs as day after day passed, except that the poor fellows were becoming more and more exhausted, and were parched with thirst. On the 24th of November, five days after the captain and the others left them, the crew found it expedient to kill the cat to provide food. This was done, and, although but a small meal for seven hungry men, it was partaken of by each of them. There was a Newfoundland dog on board which was to be killed on the following day should nothing better turn up. Fortunately, on that day the American ship *Caravan* happened in sight. She lowered her boat, which rescued the whole of the men by one trip. When the boat first came near the *Lohengrin*, she was dashed against her side, but the damage was not serious. Five of the crew jumped on board the *Caravan*, and the remaining two—Ward, and a Russian named Petersen—having to plunge into the sea and swim for their lives. All, however, were saved and taken on board the *Caravan*, which proceeded on her course. The dog was left on the wreck, as it would not jump into the water.

—*London and China Express.*

## A ROMAN VILLA AT WINGHAM.

The work of exploring the foundations of a Roman villa, discovered by Mr. George Dowker, at Wingham, in a field called "Vineyards," at Wingham, is being actively prosecuted. Earl Cowper, the owner of the property, and the tenant, are giving their hearty co-operation in the researches, which are being conducted under the auspices of an influential committee, with Mr. C. Roach, M.P., F.R.S., Mr. G. Dowker, F.R.S., Mr. J. B. Sheppard, and Mr. George Payne, F.S.A., as the executive. The masonry founded upon proved to be a bath, the walls being covered with black and white tesserae; the floor was also paved in a similar manner, but had been destroyed. Leading up from the bath towards the north are three steps, which lead into a room (No. 1), ten feet square, paved with black and white tesserae arranged in a diamond pattern, and enclosed in a border of alternate black and white stripes. Adjoining, and northward of this room, is another room (No. 2), 12 ft. square, paved with black and white tesserae admirably disposed in a labyrinthine design, bordered as in the previous example. As far as at present ascertained the foundations do not extend further in this direction, but on the digging being extended to the west of room No. 1 a position of the hypocaust was uncovered at a depth of six feet. The passages through which the hot air passed into the various parts of the building, by means of flues, have been cleared off the debris with which they had become filled, the excavations are now being carried on to the south of the bath, where foundations have been touched with the probe some twenty or thirty yards distant, and apparently running in several directions. The researches appear likely to yield very interesting results. Subscriptions towards the cost of the work are coming in rapidly.—*British Mail.*

## A CURIOUS DIAMOND STORY.

Rubies and diamonds may be bought too cheaply at Rome. In March, 1879, Count Telfener paid a Roman jeweller 55,000 francs for a necklace of diamonds and rubies, the latter being valued at 800 francs the carat; but when the Count went to Paris he found to his surprise that the rubies were only worth 200 francs the carat. He accordingly taxed the jeweller with deceit, and demanded the restoration of his money. The jeweller consented to take back the necklace, and to give promissory notes at three months' date for the amount to be refunded, with the condition that the bills should be renewed if the necklace was not sold before maturity. At the expiration of the three months, the bills, being unpaid, were protested, and Count Telfener took legal proceedings against the jeweller. These proceedings failed in the Tribunal of Commerce, and the Count was sentenced to pay the costs. He then tried the criminal side, and failed again, for the magistrates, after ordering the necklace to be impounded, decided that there was no punishable offence committed. The jeweller, thus far triumphant, next brought an action against Telfener for compensation for the damages, moral and material, suffered in consequence of the protest of the bills, the criminal action, and the impounding of the necklace, and he succeeded in obtaining a decree of 12,000 francs in compensation for the moral injuries caused by the protesting of the bills and the penal action, the damages for the impounding of the necklace being reserved for a separate trial. Upon the hearing of the case by the Court of Appeals the sentence of the inferior tribunal was set aside on the ground that the jeweller had himself to blame in part for the inconveniences he suffered, and that the sequestration or impounding of the necklace was the act, not of Count Telfener, but of the magistrate. The jeweller pays the cost of the last, and the Count pays that of the earlier trials. Count Telfener remains without the necklace, and, for some time at least, without his 55,000 francs.

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## MAILS EXPECTED.

THE AMERICAN MAIL. The O. and O. steamer *Brady*, with the next American mail, left San Francisco on the 26th January, and is due here on or about the 26th instant.

## STEAMERS EXPECTED.

The steamer *Euphrates* left Singapore on the 4th instant, and may be expected here on or about the 14th instant.

The steamer *Gleniffer* left Singapore on the 4th instant, and may be expected here on or about the 14th instant.

The steamer *Meath* left Sydney for Hongkong, 2nd Inst. and is due here on or about the 23rd instant.

The steamer *Nelson* left Sydney on the 6th February, and is due here on or about the 1st March.

The Bombay Government has before it a scheme for regulating the system of pawn-broking, which at present is carried on with much oppression and often with fraud. It is said that about 1,500 individuals are engaged in this trade, which appears to be a thriving one, yielding as it does a return of 27 per cent. on the outlay. The capital amount amounts to nearly a crore of rupees.

A sad gloom has been cast on the Royal Warwickshire Regiment, which is on its way to Calcutta to relieve the Scotch Rifles now in Fort William. Captain Lewis, while bathing in a tank at Wood-Boat, got entangled in some weeds, and before any assistance could be rendered by his brother officers who were also in the water, sunk to the depths. His body was recovered and taken to Burdwan, where it was buried on Friday last.

## Intimations.

## TRAMWAYS.

A BARGAIN—JUST RECEIVED CLARKE'S "TRAMWAYS"—their Construction and Working. "SCOUR'S" Estimating—26 Detailed Plans and Estimates of various Structures of Brick, stone, Wood, and Iron, with Building Data, and other useful information, from Indian practice. "VINCENT'S" steam Tramway for India. THE LOT, \$11.

KELLY & WALSH, Queen's Road. Hongkong, 10th January, 1882. [42]

## NOTICE OF REMOVAL.

R. FRASER & SMITH, PUBLIC ACCOUNTANT, ARBITRATOR, and COMMISSION MERCHANT, has THIS DAY Removed to No. 6, Peddar's Hill, in London and Sydney.

Balance Sheets drawn out; Books balanced and audited, and every description of Accountant's Work undertaken. Charges strictly moderate, and perfect accuracy guaranteed.

Office Hours: Nine till Four. Hongkong, 2nd January, 1882.

THE PATENT TYPE FOUNDRY COMPANY, 31, RED LION SQUARE, HOLBORN, W.C., LONDON. SHANKS, REVELL, & CO., PROPRIETORS, NEWSPAPER, BOOK, MUSIC, & GENERAL TYPE FOUNDRERS.

Sole Proprietors of JOHNSON and ATKINSON'S Automatic Machinery for Casting and Finishing Printing Type, and Manufacturers of JOHNSON'S Patent Hard Metal, patented April 5th, 1854.

Estimates for Newspaper, Book, and Jobbing Plant at specially reduced rates.

All kinds of Printing Machines, Presses, Paper, and everything connected with Printing Business supplied on most reasonable terms.

SPECIAL AGENT FOR CHINA, JAPAN, AND THE FAR EAST, ROBERT FRASER & SMITH, No. 6, PEDDAR'S HILL, HONGKONG. Hongkong, 4th February, 1882. [88]

## NOTICE.

BOOKBINDING AND RULING IN ALL ITS BRANCHES, EXECUTED AT VERY LOW RATES AT THE

"HONGKONG TELEGRAPH" OFFICE. Account Books ruled to any pattern. Music bound in Elegant style with Best Materials.

"TELEGRAPH" OFFICE, HONGKONG.

## Intimations.

## NOTIFICATION.

A COPY of the JURY LIST for 1882 is posted at SUPREME COURT HOUSE for Inspection. Notice of any Inaccuracies, Omissions, Objections, &c., must be given to the Registrar on or before 14th February, 1882, in accordance with the Provisions of Section 8 of Ordinance No. 11 of 1864.

It is further notified that no person whose name is on the List as a Juror will be excused from Service on the ground of any exemption to which he may be entitled, or on the ground of any want of qualification, unless such exemption shall have been claimed and established, or such want of qualification duly proved at or before the time above specified.

C. F. A. SANGSTER, Acting Registrar. Supreme Court, Hongkong, 1st February, 1882. [82]

M. G. U. D. E. S. HOUSE AND LAND BROKER, No. 33, WELLINGTON STREET, HONGKONG. Hongkong, 23rd January, 1882. [64]

WANTED, EMPLOYMENT, by the Advertiser as General Assistant in a Mercantile Office, either in Hongkong or Shanghai. The Advertiser understands BOOKKEEPING, INSURANCE, and SHIPPING BUSINESS. Salary Moderate. X. Y. Z., Office of this Paper. Hongkong, 25th January, 1882. [66]

HONGKONG TIMBER YARD, WANCHAI. OREGON PINE SPARS AND LUMBER ALWAYS ON HAND. L. MALLORY, Proprietor. Hongkong, 24th June, 1881. [11]

NOTICE. THE HEAD-OFFICE of the CHINESE INSURANCE COMPANY, Limited, is this day removed to No. 14, QUEEN'S ROAD. J. BRADLEE SMITH, Secretary. Hongkong, 16th January, 1882. [47]

NOTICE OF REMOVAL. MILLAR & CO., PLUMBERS, GAS FITTERS, &c., &c., have REMOVED their Office and Ware-room to No. 6, BRADFORD ARCADE, where Orders for Fittings and Repairs will be punctually attended to. Hongkong, 11th November, 1881. [25]

RECORD OF AMERICAN and FOREIGN SHIPPING. Agents, ARNHOLD KARBURG & Co. Hongkong, 15th June, 1881. [3]

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS. ARNHOLD KARBURG & Co. Hongkong, 15th June, 1881. [6]

J. AND R. TENNENT'S ALE AND PORTER. DAVID CORSAIR & SONS' MERCHANT NAVY NAVY BOILED LONG FLAX CROWN. ARNOLD KARBURG & Co. Hongkong, 15th June, 1881. [5]

THE HONGKONG DIRECTORY WILL BE SOLD BY Messrs. KELLY & WALSH, QUEEN'S ROAD.

THE HONGKONG DIRECTORY WILL CONTAIN THE REVISED ISSUE OF THE POSTAL GUIDE. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL BE SOLD BY Messrs. MACLEWEN,



